

Lawyer—I'm afraid the case will go against you, Uncle Rastus. The owner of the woodpile says he left incriminating indications behind you. Uncle Rastus—Dad's just my luck! If I'd known it was dumb I'd take it down, too!

Depositing 50 words for the coherence of his case, the Greek did not feel the necessity of limiting himself to the natural order of events suggested by the partials. Though he used that order, he did so by his own arrangement, and making his case that the natural order would have been better if the material order in their relations to the first tone. The relative position of these half-stops, in the order of the tones, determined the various scales or modes. These arbitrary modes have marked peculiarities to the tunes constructed upon them, and with the Greeks, partials are expressions, though in this direction the prohibited note is a good device. The very individuality of the church fitted them to express simple emotional states, for certain tones could be easily associated with certain feelings. Constantine would fix these associations, so that we can understand why the Greeks made any change or novelty in his music. But, as we have seen, the order of the Spanish modes is a mixture, and adding another string to his lyre illustrated this point. These peculiar modes became stereotyped and the Greek music petrified, as did the art of Egyptian sculpture.

"Of all the inhabitants of the great cities of India the alligator is the most formidable," said Captain T. B. Ballou recently. "While I was stationed there, several years ago, I saw a sight the thought of which always causes a shudder to creep over me. A lady near whom I lived had sent a little native boy with a letter to a friend at some little distance, with the request that he would forward the boy to a searching party, of which I was a member, who made up to try to discover his whereabouts. After scouring the country for some time we came to the river bank, and a short distance away saw a dead alligator lying on the shore with its great jaws extended to the sky. It had evidently been devoured by some of strange appearance, we found out, that it had devoured the missing boy and had attempted to swallow his head whole. This, however, it was unable to do, and had been suffocated by the attempt. It was supposed that while attempting to swim the river he had been seized by an alligator, as these reptiles are very slow in concealing themselves. All their motion is within reach and then pointing on their prey."

An automatic boat-steering apparatus is described in a foreign electrical paper. The object is to operate the rudder of a large vessel automatically, so that it will be available for use of the usual helm. Attaining is called the fact that the errors in the ordinary method are scarcely less than from 1½ to 4 degrees, corresponding to a lateral error of about twelve miles per day. With the present method greater accuracy is said to be possible. The standard compass is used, and a current of 10 amperes is required to move the rudder. The needs to the north are extremely strong, sparks of three millimeters' length pass to one of two semicircular pieces of aluminum insulated from each other, the gap between them being set to the desired sailing direction. When the sparks pass to one of these, the current, by means of a relay, starts a motor in one direction, and when they pass to the other, it moves the rudder in the other direction. The apparatus has been in use for two months on the steamer *Norfolk*, and it operated very successfully. An additional device is mentioned, in which these sparks pass through a strip of paper, by means of which the record is automatically kept.

Sir Francis Head says of the Pampas Indians: "They are all horsemen or, rather, pass their lives on horseback. To spite of the climate, which is burning hot in summer and freezing in winter, these brave men, who are the descendants of the original and only naked and have not even a covering for their heads. They live together in tribes, each of which is governed by a cacique, but they have no fixed place of residence. Where the pasture is good they may be found until it is consumed by their horses, and then they instantly move to another verdant spot. They have no bread, flour, nor vegetables, and are entirely dependent on the fish and game which abounds in the ground always so completely satisfied me that for a week I could daily lie upon my horse before sunrise, could ride till two or three hours after sunset and have really tired ten or twelve hours day. This will explain the immense distances which people in South America are said to ride, which I am confident could only be done on heat and water." —*Medical Times*.

PASSAGERS BOOKED FOR THE FAR EAST.

Per Messagerie Maritime steamer *Seghalia*, from Marseilles, Sept. 2.—To Hongkong; Mr. and Mrs. Keane, Travers and child.

Per P. & O. steamer *Monarch*, July 18.—To Shanghai; Mr. Morrison, Mr. Egerton Whitfield, Mr. Terry.

Per P. & O. steamer *Victoria*, from London Aug. 3.—To Yokohama; Capt. Wood, Mr. W. Morris.

Per P. & O. steamer *Velaria*, from London August 16.—To Shanghai; Mr. and Mrs. Harris and two children.

Per P. & O. steamer *Valencia*, Mr. E. W. Terry.

Per Glen Line steamer *Glencairn*, from Liverpool July 15.—To Shanghai; Miss Simpson.

Per Canadian Pacific steamer *Empress of Japan*, from Vancouver, August 27.—To Yokohama; Miss G. E. Cox; Mr. Hongkong; Mr. L. E. Majendie, Mr. A. Wetherell; Mr. J. W. Tomlin.

SHIPPING REPORTS.

The British steamer *Diamond*, from Singapore 14th Aug., had light S.W. breeze and fine weather.

The British steamer *Pro Chua Chon Kien* from Bangkok 10th Aug., had moderate S.W. winds and fine weather. No captain or crew on board.

The British steamer *Hutton*, from Foochow 19th Aug., Amoy 20th, and Swatow 21st, had light S.W. breeze and fine weather throughout.

Steamer *Dragon*—*Nauchow*, *Nauchow*, *Aragon*, *Swatow*, and *Amoy*.—For Foochow and *Swatow*.—In *Swatow*.

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NOTICES TO CONSIGNEES

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "DENVERINE," AT NEWPORT, LONDON.

AND STRAITS.

CONSIGNEES of cargo are hereby informed that all Goods being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, without anchor from the Wharves or Godowns of the said Company.

Optional cargo will be forwarded unless notice to the contrary be given before 2 P.M. To-day.

No Claims will be admitted after the Goods have left the Godown and all Goods remaining undelivered after the 22nd instant will be subject to rate.

All claims against the Steamer must be presented to the Underwriter on or before the 24th instant, or they will not be recognized.

All broken, stained, and damaged goods to be left in the Godowns where they will be examined on the 23rd inst. at 2.30 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st August, 1894. [1553]

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, AND KOBE.

THE above Steamer having arrived, Consignees of cargo are hereby requested to send in their Bills of Lading for countersignature, and take immediate delivery of their Goods from about.

The steamer discharging the discharge of the vessel will be loaded and stowed at Consignee's risk and expense.

DODWELL, CARLILL & CO., Agents.

Hongkong, 20th August, 1894. [1553]

AUSTRIAN LLOYD'S STEAM NAVI-

GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ,

JELLINE, SUEZ, ALEXANDRIA,

HOBART, ADELAIDE, BOMBAY,

COLOMBO, PENANG, AND

SINGAPORE.

THE Steamer

"MARIA VALERIE,"

having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of those sent to the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This vessel brings no cargo.

From Smyrna, ex.s.s. Daphne, transhipped at Port Said.

From Giza, ex.s.s. Medea, transhipped at Port Said.

From Venetia, ex.s.s. Carlotto, transhipped at Trieste.

From Calcutta, ex.s.s. Casio, transhipped at Colombo.

From Trieste, ex.s.s. Poseidon, transhipped at Bombay.

Optional cargo will go on to Shanghai unless sent to the contrary be given before noon, to-morrow.

No claims will be admitted after the 24th inst. will be subject to rate.

Bills of Lading will be countersigned by SANDER & CO., Agents.

Hongkong, 18th August, 1894. [1553]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamer.

"HONGKONG."

Captain Boswell will be despatched for the above.

TO-DAY, 25th August, 1894.

For Freight or Passage apply to

DOUGLASS LAMPSTEAK & CO., General Managers.

Hongkong, 21st August, 1894. [1553]

NOTICE TO CONSIGNEES.

CHINA NAVIGATION COMPANY LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamer.

"CHINGTU."

The Liner "Chingtu" will be despatched as above on MONDAY, 3rd prox.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensured the supply of Fresh Provisions.

A duly qualified Surgeon is provided, and the Steamer fitted throughout with Electric Light.

For Freight or Passage apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 20th August, 1894. [1553]

CHINA NAVIGATION COMPANY LIMITED.

FOR TIENSIN.

THE Steamer

"KWEIYIANG."

Captain Cuthbertson will be despatched on MONDAY, the 3rd prox.

For Freight or Passage apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 22d August, 1894. [1553]

"SHELL" LINE OF STEAMERS

FOR LONDON AND HAMBURG.

Taking cargo at shortest rates to CONTINENTAL PORTS, GLASGOW, LIVERPOOL, NEW YORK, AND SOUTH AMERICAN PORTS.

THE Company's Steamer.

"TECOS."

Captain J. Edwards, with his despatched as above on or about the 12th September.

For Freight, apply to

ARNOLD, KARBERG & CO., Agents.

Hongkong, 21st August, 1894. [1553]

U. S. MAIL LINE

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Rio de Janeiro, Wednesday, Aug. 28, at Daylight.

City of Asao, Nagasaki, Wednesday, Aug. 28, at Daylight.

City of Peking (via) Nagasaki, Kobe, Island Sea, and Honolulu, 10, 11 P.M.

On the 22d August, TUESDAY, October 1, at 1 P.M.

FOR SYDNEY AND MELBOURNE.

Calling at Port Darwin and QUEENSLAND Ports and taking through cargo to ADENIA NEW ZEALAND, TASMANIA, &c.

THE Steamer

"CATHERINE."

Captain Shattock will be despatched for above parts on WEDNESDAY, the 5th prox., at 4 P.M.

The well-known steamer is especially fitted for Passengers and has a large crew of Chinese thus ensuring a supply of Fresh Meat, Ice, &c., throughout the voyage. A duly qualified Surgeon is carried.

For Freight or Passage apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 21st August, 1894. [1553]

"SHIRE" LINE OF STEAMERS

FOR LONDON AND HAMBURG.

THE Steamer

"CARMAERTNSHIRE."

Captain Davies, will be despatched for the above parts on or about WEDNESDAY, the 28th August, 1894.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 18th August, 1894. [1553]

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

VICTORIA | Tuesday | Aug. 29.

TACOMA | Tuesday | Sept. 25.

SIEM | Tuesday | Oct. 15.

VICTORIA | Tuesday | Nov. 5.

TACOMA | Tuesday | Dec. 11.

THE Steamer

"VICTORIA"

Captain John Evans, R.N.R., sailing at noon on TUESDAY, the 23d August, 1894, will proceed to VICTORIA, B.C., and TACOMA via SHANGHAI, INLAND SEA, KOBE, and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consignments of Goods for United States Points should be forwarded to the care of The Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 10th August, 1894. [1553]

FOR NEW YORK.

THE 93 U.S. America Bank.

Henson, Master, will load here for the above Port and will have quick despatch.

For Freight, apply to

SHAWAN & CO., Agents.

Hongkong, 20th August, 1894. [1553]

"SILVER TURTLE"

Gibbs Master will load here for the above Port and will have quick despatch.

For Freight, apply to

SHAWAN & CO., Agents.

Hongkong, 10th August, 1894. [1553]

FOR SAN FRANCISCO.

THE 100 U.S. British Bank.

"SILVER TURTLE"

Gibbs Master will load here for the above Port and will have quick despatch.

For Freight, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 10th August, 1894. [1553]

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All broken, stained, and damaged goods to be left in the Godowns where they will be examined on the 23rd inst. at 2.30 P.M.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th August, 1894. [1553]

NOTICE TO CONSIGNEES.

STEAMSHIP "VICTORIA,"

FROM TACOMA, VICTORIA, YOKO-

HAMA, AND KOBE.

THE Steamer

"AWANLY"

Captain Murray will be despatched for the above ports on THURSDAY, the 30th inst.

For Freight or Passage apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 21st August, 1894. [1553]

NOTICE TO CONSIGNEES.

CHINA NAVIGATION COMPANY LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamer.

"CHANTUNG."

Captain Franklin will be despatched on THURSDAY, the 30th inst.

For Freight or Passage apply to

BUTTERFIELD & SWINE.

Agents.

Hongkong, 21st August, 1894. [1553]

NOTICE TO CONSIGNEES.

CHINA NAVIGATION COMPANY LIMITED.

FOR SAMARANG AND SOERABAJA.

THE Steamer

"SHANTUNG."